

## NATION TO HAVE AN AIRSHIP FLEET WITHIN ONE YEAR

Twenty Aeroplanes Will Be Purchased.

WOULD GIVE U. S. LEAD

Will Be Manned at the Least by Forty Officers.

Four Airships Already Have Been Purchased by the Signal Corps. Trouble Lies in Inability to Obtain Aviators to Operate Them—Great Competition Among Manufacturers. France Will Enter the Field.

An appropriation of \$125,000 in the military budget for the purchase and maintenance of aeroplanes means that the United States will have a formidable aerial fleet for coast defense before another year has passed.

The programme of the Signal Corps is ambitious. The co-operation of Congress having been gained, all that now remains is to buy the machines and train the aviators. It is figured that at least twenty aeroplanes can be purchased this year, with sufficient funds left of the appropriation for upkeep of hangars and other necessary appurtenances.

### AMERICA TO LEAD.

Gen. James Allen, chief of the Signal Corps, is quoted as saying that within a year the United States will have a fleet of twenty aeroplanes, manned by forty officers, giving the United States a lead in aerial strength. At the present rate of progress this prediction will unquestionably come true, for the aviation work of the army is now progressing by leaps and bounds.

Since April 1 four aeroplanes have been purchased by the Signal Corps—two Wrights, one Burgess-Wright, and a Curtiss. Two of these are now at College Park, one Wright is in San Antonio, supplanting the 1909 model, which has just been presented to the National Museum, and one Burgess-Wright machine, as substitute for that recently wrecked at College Park, is on its way here.

It is a scarcity of aviators and not of aeroplanes that bothers the Signal Corps. The graduates of the aviator school are still being counted on the fingers. Lieuts. Foulis, Beck, Milling, Arnold, Kirtland, with Lieut. Kennedy as a student, comprise about the entire list. Officers are being trained just as fast as possible, however, and it is probable the army will have more than forty skilled flyers by July 1, 1912.

### FOR NAVAL USE ONLY.

The hydroplane, however, is a naval use, and has no direct interest in this Signal Corps. Prof. A. F. Zahm, of this city, made a journey to Washington, to see the trial performances of the new machine and was delighted with it. He made out a pilot's license for Lieut. Ellison, the naval officer who was trained by Glenn Curtiss to manage the hydroplane.

The control system of the Burgess-Wright machine has gained it many adherents, and predictions are made that the army will purchase more aeroplanes of this make than any other. Nor is the bidding confined to the manufacturers. The Farman concern, of France, has announced its intention of establishing a manufacturing plant on this side of the Atlantic, and will make vigorous attempts to interest the government.

So far the Signal Corps has not shown the slightest interest in the monoplane. There is no standard aviator in the United States, and it is regarded as less "safe and sane" than the biplane, although it develops greater speed.

Assistant Secretary Winthrop Beck, Beekman Winthrop, Assistant Secretary of the Navy, returned to Washington yesterday after a week-end trip to New York and vicinity. On Monday he made a visit to Iona Island, in the Hudson River, to inspect the naval magazine, and he also visited the United States Military Academy at West Point. Mr. Winthrop has visited the Naval Academy at Annapolis several times, and this was his first view of the famous West Point institution. He was received by Lieut. Col. Fred W. Sladen, acting commander, who showed him over the entire institution and grounds, including the practice camp on the heights overlooking the Hudson.

The most powerful electromagnet in the world has been installed in this city.

FOR HEARTBURN

Sour Belching, Poor Appetite and Constipation, you need

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RED Z

LIVER REGULATOR

(THE POWDER FORM)

It sweetens the stomach and purifies the bowels. It is a fine tonic for a torpid liver. Helps digestion, makes you feel bright, vigorous and cheerful.

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Ask for the genuine with Red Z on the label. If you cannot get it, send us your name and we will mail you a sample. Address: J. H. ELLIS & CO., Proprietors, St. Louis, Missouri.

## KIDNAPPING STORY TOLD POLICE BY CHORUS GIRL

Lillian Graham Found in Poughkeepsie Hotel—Abducted on Street Corner by Man with Bag.

New York, July 25.—Lillian Graham, of the singing and dancing team of Graham and Conrad, that won an engagement at Hammerstein's by shooting W. E. D. Stokes in the legs, and who dropped out of sight last Saturday night, was found this afternoon at Poughkeepsie in the Morgan House.

After inquiring if any reporters were snooping around, Miss Graham told Chief of Police Charles McCabe that she had been kidnapped, and that her dreadful experience had left her bewildered and upset that she did not think about coming back to New York or telegraphing her friends.

She told the following tale: "At 10:30 o'clock last Saturday night I left my sister's home at 100 West 110th street to get some headache powders and some butter. When I got to the corner of Amsterdam avenue and 110th street, I made suddenly jumped at me and threw over my head a bag or cloth. It smelted of tar and made me quite faint. I tried to scream, but the cloth choked my cries. I was helpless.

The man rushed me to a motor car, threw me in, and drove away. I remembered nothing until I heard a man

and a woman talking. Their voices sounded hazy and far away. Again I went into unconsciousness, and did not regain my senses until the conductor of a New York Central train shook me by the shoulder and told me I had reached my station, and that it was time to get off. Somehow I managed to stumble to the station platform.

"I did not know what I was doing. I saw a taxi cab, got in, and told the chauffeur to drive me to a hotel. He took me to the Morgan House, and Lillian Clark, I don't know, except that my mind was not working clearly. Everything was a mist to me. The shock had taken away all my strength. I just wanted to be quiet and away from the dreadful person who had kidnapped me."

The night clerk at the Morgan House told McCabe that when Miss Graham arrived there she said she had made a mistake in trains; that she had started for Albany, but had got on the wrong train, and that she had come to Poughkeepsie, so she thought she had come to the end of her trip. She never stirred from the room until this evening, when McCabe took her to the police station. With Mrs. Singleton, Miss Graham's sister, Lawyer Jordan left here to-night at 9:30 o'clock for Poughkeepsie.

Forestry, Ga., July 25.—The finding of a valuable gold watch and chain in the stomach of a large alligator that died in a pond near here Monday night is believed to solve the mystery of the disappearance of twelve-year-old Janet Thomson from the home of her parents at Island Grove, Fla., two years ago.

The alligator was captured near Island Grove some weeks after the girl disappeared, and was brought to this place by J. M. Jackson.

The little girl has never been heard of.

BEAUMONT LEADS  
IN LONG JOURNEY  
FOR AERO-PRIZE

Vedrine Only Contestant to Push First Aviator.

Special Cable to The Washington Herald.

Bristol, July 25.—Andrew Beaumont alighted from his aeroplane here at 5:37 o'clock to-night. Jules Vedrine arrived at 10:10, and both aviators immediately set to work to prepare their machines to start at daylight to-morrow morning on the last leg of their flight for the Daily Mail's prize of \$50,000. Barring accidents, they will reach Brooklands, the winning post, some time to-morrow.

The other fourteen aviators who started in the race, including W. T. Weyman, the American, are out of the running.

Beaumont is a heavy favorite over Vedrine to-night. He declares he will fly into Brooklands early to-morrow afternoon with a still bigger lead over his rival than he holds to-night. Vedrine has not given up hope, however, and he will probably make a sensational flight over the last leg of the trip.

Beaumont was in the air eleven hours and four minutes from the time he left Edinburgh this morning until he arrived here to-night. He reached Manchester, 28 miles from Edinburgh, at 4:40 o'clock this afternoon, after having led Vedrine to Strirling, Glasgow, and Carlisle.

Both of the aviators passed through dangerous head winds and squalls and at times were almost forced to descend. Vedrine's greatest loss of time was caused by a heavy mist which he encountered shortly before reaching Glasgow.

Thousands of people are gathered at the aviation field here to-night to await the appearance of the aviators to resume their flight to-morrow morning.

Norway has twenty-six alcohol distilleries.

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## NEWS OF WALL STREET

Decision of Interstate Commerce Commission in Railroad Case Causes Considerable Perplexity in Early Trading.

New York, July 25.—It was a day of perplexity in Wall street. No one even professed to understand the importance of the decision of the Interstate Commerce Commission in the elaborate Spokane rate case, first decided a year ago as a matter bearing upon rates between Spokane and Seattle entirely, and then expanded until it embraced all the big Western and Eastern systems.

In the early part of the day it was assumed that the railroads would sustain loss as a matter of course, but later on it was expected that the decision involved a readjustment of railroad rates and a readjustment of business, and that no one could at present comprehend whether in the end the readjustment would operate profitably or unprofitably as far as concerned both the railroads and business as a whole.

That the case was of great importance all agreed.

Not even J. C. Stubbs, of the Harriman lines, generally accounted the most expert traffic man in the United States, could begin to appraise the effect of the decision of the Interstate Commerce Commission, as Mr. Stubbs said, the important question of the long and short haul is purely academic.

The market opened weak. The commodity markets were again soft, corn, wheat, and cotton again selling off on a continuation of the stratification improvement in the crops, but the stock market had to contend not only with the perplexities of the railroad rate case, but with depression in European markets, particularly in London, where consols sold down to a new low price, and where both the Moroccan situation and the bitter animosities of British politics were restraining factors.

The quarterly statement of the United States Steel Corporation, published after the close of the market, was in accord with the optimistic expectation regarding earnings, as compared with \$1,000,000 for the previous quarter. There was made a considerably greater allowance for replacement, and the surplus after the payment of all charges and dividends was \$1,500,000, as compared with \$1,000,000 for the previous quarter. The regular quarterly dividends on both the common and preferred stocks were declared as matters of course.

The stock market closed at higher prices than those prevailing in the early trading, and the rate decision then seemed to have lost practically all of its influence.

Finance and Realty

There was something doing every minute on the exchange yesterday. Broken had the biggest day in weeks, the trading spreading pretty much over all the list, and issues selling freely in a number of instances.

Prices Remain Firm.

Despite the heavy buying, prices remained firm. In some issues the heavy orders sent the price fractions below the first offerings, but as a rule the closing prices were improvement over the close on Monday.

Leadership in Dispute.

The leadership in point of activity would give excellent cause for dispute. Washington Railway & Electric was undisputed leaders in the bond list, but in the stock list the laurels might well be divided in three parts and distributed between Washington Gas, Railway common, and Landon, all of which figured heavily. Metropolitan Railway & Electric also figured heavily in the bond transactions.

The Bond Transactions.

Of the five issues figuring in the bond transactions—Gas 5s, Tracton 5s, Metropolitan 5s, Washington Railway & Electric 5s, and Steamboat 5s—only one showed the slightest regression. Washington Railway & Electric, which was in point of activity, sold to a face value of \$10,000 and registered a net gain of 11-1/2 points in the course of the trading. The first sale was at 100, a point above the closing price of Monday, and at the fourth transaction, when one \$5,000 block changed hands, the price jumped to 109-3/4. The close was 109-1/2. The other issues that figured in the trading stood firm.

Landon Sells Heavily.

Landon held the center of the stage for some time when it was reached in the course of the regular call. In all 177 shares changed hands. The trading opened with the price at 91-1/2, the ask for the greater part of the trading, but in the course of the last three transactions the price dropped to 91-1/4, at which level forty-five shares changed hands.

Railway Common Strong.

Railway common started out with a clean point jump over the closing price of Monday, the first transaction being at 47. Immediately after, however, the price dropped, and for the remainder of the trading fluctuated between 45 and 46, closing at 46, a net gain of 1/2 over the best price Monday.

Washington Gas Active.

Gas sold more freely than it has for some time and showed fair strength. The trading began at 88, the closing price Monday, and in the course of the trading, involving 157 shares, dropped back to 88.

Bank Stocks Figure.

District National and Union Trust were the only bank stocks to figure in the trading.

Will Build in G Street.

S. H. Edmonds will commence work shortly on a row of three one-story brick stores at 1217, 1219, and 1221 G street northwest, for Woodward & Lothrop.

The property is considered among the most valuable in the section, and has been held by the firm for several years. The three new buildings, plans for which were prepared by Milburn, Heister & Co., at a cost of about \$25,000. It is understood the firm plans more extensive improvements for that property in the near future.

NEW YORK GRAIN.

New York, July 25.—WHEAT—Lower; more active. No. 1 Northern spring, to arrive, 6 c. b. 1.08; No. 2 red, new, 6 c. b. 94; No. 3 hard, 6 c. b. 92; No. 4 medium, 6 c. b. 88; No. 5 small, 6 c. b. 84; No. 6 extra, 6 c. b. 80; No. 7 standard, 6 c. b. 76; No. 8 white, 6 c. b. 72; No. 9 white, 6 c. b. 68; No. 10 white, 6 c. b. 64; No. 11 white, 6 c. b. 60; No. 12 white, 6 c. b. 56; No. 13 white, 6 c. b. 52; No. 14 white, 6 c. b. 48; No. 15 white, 6 c. b. 44; No. 16 white, 6 c. b. 40; No. 17 white, 6 c. b. 36; No. 18 white, 6 c. b. 32; No. 19 white, 6 c. b. 28; No. 20 white, 6 c. b. 24; No. 21 white, 6 c. b. 20; No. 22 white, 6 c. b. 16; No. 23 white, 6 c. b. 12; No. 24 white, 6 c. b. 8; No. 25 white, 6 c. b. 4; No. 26 white, 6 c. b. 0; No. 27 white, 6 c. b. 0; No. 28 white, 6 c. b. 0; No. 29 white, 6 c. b. 0; No. 30 white, 6 c. b. 0; No. 31 white, 6 c. b. 0; No. 32 white, 6 c. b. 0; No. 33 white, 6 c. b. 0; No. 34 white, 6 c. b. 0; No. 35 white, 6 c. b. 0; No. 36 white, 6 c. b. 0; No. 37 white, 6 c. b. 0; No. 38 white, 6 c. b. 0; No. 39 white, 6 c. b. 0; 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